OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312
Columbus, Ohio 43215
(614) 466-0880

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90 CBD11

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

APPLICANT NAME City of Cincinnati
STREET 801 Plum Street

CITY/ZIP Cincinnati 45202

PROJECT NAME Warsaw Avenue Rehabilitation
PROJECT TYPE Street Rehabilitation
TOTAL COST $ 220,000

92 FEB 28 P3:10

OFFICE OF THE COUNTY ENGINEER

DISTRICT NUMBER 2
COUNTY Hamilton

PROJECT LOCATION ZIP CODE 45204 & 45205

DISTRICT FUNDING RECOMMENDATION
To be completed by the District Committee ONLY

RECOMMENDED AMOUNT OF FUNDING: $ 154,000.00

FUNDING SOURCE (Check Only One):

State Issue 2 District Allocation
_____ Grant
_____ Loan
_____ Loan Assistance

_____ State Issue 2 Small Government Fund
_____ State Issue 2 Emergency Funds
__X__ Local Transportation Improvement Fund

FOR OPWC USE ONLY

OPWC PROJECT NUMBER: _____ OPWC FUNDING AMOUNT: $_____

1.0 APPLICANT INFORMATION

1.1	CHIEF EXECUTIVE OFFICER	Gerald E. Newfarmer
	TITLE	City Manager
	STREET	801 Plum Street
		Room 152, City Hall
	CITY/ZIP	Cincinnati 45202
	PHONE	(513) 352 - 3241
	FAX	( ) -
1.2	CHIEF FINANCIAL OFFICER	Frank Dawson
	TITLE	Director of Finance
	STREET	801 Plum Street
		Room 250, City Hall
	CITY/ZIP	Cincinnati 45202
	PHONE	(513) 352 - 3731
	FAX	( ) -
1.3	PROJECT MGR	Robert Cordes
	TITLE	Principal Highway Design Engineer
	STREET	801 Plum Street
		Room 435, City Hall
	CITY/ZIP	Cincinnati 45202
	PHONE	(513) 352 - 3409
	FAX	(513) 352 - 1581
1.4	PROJECT CONTACT	Doug Perry
	TITLE	Senior Engineer
	STREET	801 Plum Street
		Room 435, City Hall
	CITY/ZIP	Cincinnati 45202
	PHONE	(513) 352 - 3407
	FAX	(513) 352 - 1581
1.5	DISTRICT LIAISON	William Brayshaw
	TITLE	Chief Deputy Engineer
	STREET	Hamilton County Engineer's Office
		223 West Galbraith Road
	CITY/ZIP	Cincinnati 45215
	PHONE	(513) 761 - 7400
	FAX	(513) 761 - 9127

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional in nature, information must be consolidated for completion of this section.

2.1 **PROJECT NAME:** Warsaw Avenue Rehabilitation

2.2 **BRIEF PROJECT DESCRIPTION - (Sections A through D):**

A. **SPECIFIC LOCATION:**

Warsaw Avenue from Grand Avenue to St. Lawrence Avenue
(see attached map)

B. **PROJECT COMPONENTS:**

Rehabilitation of existing roadway including repair and replacement of curb, removal of existing asphalt surface, base and joint repairs, inlet and connection pipe repairs, casting adjustments and resurfacing with a minimum of 2 inches of asphaltic concrete.

C. **PHYSICAL DIMENSIONS/CHARACTERISTICS:**

Roadway is 4 lanes, 40 feet in width and 3420 feet in length.

D. **DESIGN SERVICE CAPACITY:**

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include current residential rates based on monthly usage of 7,756 gallons per household.

ADT = 7500

No change in service capacity

Will use standard rehabilitation practices to upgrade the roadway to excellent condition.

2.3 **REQUIRED SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority List; 5-year Plan; 2-year Maintenance of Effort report, etc.) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying instructions for further detail.

3.0 PROJECT FINANCIAL INFORMATION

3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	$
	2. Final Design	$
	3. Construction Supervision	$
b)	Acquisition Expenses	
	1. Land	$
	2. Right-of-Way	$
c)	Construction Costs	$ 220,000
d)	Equipment Costs	$
e)	Other Direct Expenses	$
f)	Contingencies	$
g)	**TOTAL ESTIMATED COSTS**	$ 220,000

3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent)

		Dollars	%
a)	Local In-Kind Contributions *	$	
b)	Local Public Revenues	$ 66,000	30
c)	Local Private Revenues	$	
d)	Other Public Revenues		
	1. ODOT	$	
	2. FMHA	$	
	3. OEPA	$	
	4. OWDA	$	
	5. CDBG	$	
	6. Other _____	$	
e)	OPWC Funds		
	1. Grant	$ 154,000	70
	2. Loan	$	
	3. Loan Assistance	$	
f)	**TOTAL FINANCIAL RESOURCES**	$ 220,000	100

* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes:

3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of <u>all</u> local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section <u>3.2(d)</u>, the following information <u>must be attached to this project application</u>:

1) The date funds are available;
2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

3.4 PREPAID ITEMS

Definitions:

Cost -	Total Cost of the Prepaid Item.
Cost Item -	Non-construction costs, including preliminary engineering, fin design, acquisition expenses (land or right-of-way).
Prepaid -	Cost items (non-construction costs directly related to the projec paid prior to receipt of fully executed Project Agreement fro OPWC.
Resource Category -	Source of funds (see section 3.2).
Verification -	Invoice(s) and copies of warrant(s) used to for prepaid cos accompanied by Project Manager's Certification (see section 1.4

IMPORTANT: Verification of all prepaid items shall be attached to this project applicatio

	COST ITEM	RESOURCE CATEGORY	COST
1)	_____	_____	$_____
2)	_____	_____	$_____
3)	_____	_____	$_____

TOTAL OF PREPAID ITEMS $_____

3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed if the Project is to be funded by SI2 funds:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 220,000	100 %
State Issue 2 Funds for Repair/Replacement (Not to Exceed 90%)	$ 154,000	70
TOTAL PORTION OF PROJECT NEW/EXPANSION	$_____	_____ %
State Issue 2 Funds for New/Expansion (Not to Exceed 50%)	$_____	_____

4.0 PROJECT SCHEDULE

		ESTIMATED START DATE	ESTIMATED COMPLETE DATE
4.1	**ENGR. DESIGN**	6 / 1 / 92	9 / 1 / 92
4.2	**BID PROCESS**	9 / 1 / 92	11 / 1 / 92
4.3	**CONSTRUCTION**	11 / 1 / 92	12 / 30 / 93

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

IMPORTANT: In the event of a project cost underrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Gerald Newfarmer, City Manager

Certifying Representative (Type Name and Title)

2/27/92

Signature/Date Signed

Applicant shall check each of the statements below, confirming that all required information is included in this application:

X — A five-year Capital Improvements Report as required in 164-1-31 of the Ohio Administrative Code and a two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code.

X — A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.

X — A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.

X — A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts.

YES / X N/A — A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district).

YES / X N/A — Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application.

City of Cincinnati

Department of Public Works
Division of Engineering

Room 440, City Hall
801 Plum Street
Cincinnati, Ohio 45202

George Rowe
Director

Thomas E. Young
City Engineer

February 28, 1992

Subject: Warsaw Avenue Rehabilitation,
Grand to St. Lawrence
Certification of Useful Life of Issue 2 OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street rehabilitation project is at least twenty (20) years.

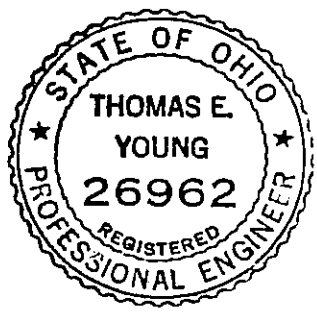
STATE OF OHIO
THOMAS E. YOUNG
26962
REGISTERED PROFESSIONAL ENGINEER

(seal)

T. E. Young, P.E.
City Engineer
City of Cincinnati

1993 STREET REHABILITATION, STATE ISSUE #2
Warsaw Avenue

REF. NO.	ITEM NO.	ESTIMATED QUANTITIES	DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
1	103.05	Lump Sum	Contract Bond		$7,145.00
2	Special	1,200 s.y.	Part Depth Pavt. Rep(Conc. Pavt.)	$27.00	$32,400.00
3	Special	100 c.y.	Maintenance Patching	$80.00	$8,000.00
4	Special	100 l.f.	Connection Pipe Cleaned	$10.00	$1,000.00
5	202	600 s.y.	Rigid Pavt. Removed-Full Depth	$25.00	$15,000.00
6	202	15,200 s.y.	Wearing Course Removed	$1.50	$22,800.00
7	301	150 c.y.	Bituminous Aggregrate Base(9")	$85.00	$12,750.00
8	304	20 c.y.	Aggregate Base	$25.00	$500.00
9	403	450 c.y.	Asphalt Concrete Leveling Course	$62.00	$27,900.00
10	404	450 c.y.	Asphalt Concrete Surface Course	$62.00	$27,900.00
11	603	50 l.f.	12" Conduit, Type "H"	$30.00	$1,500.00
12	604	24 ea.	Manhole Adjust to Grade W/O Ring	$175.00	$4,200.00
13	604	13 ea.	Valve Chambers Adjust W/O Ring	$175.00	$2,275.00
14	604	2 ea.	SGI Adjusted To Grade	$220.00	$440.00
15	604	3 ea.	DGI Adjusted To Grade	$220.00	$660.00
16	604	5 ea.	DGI Repaired & Adjusted To Grade	$260.00	$1,300.00
17	604	5 ea.	Const. of DGI/CI Aband Old Inlet	$1,250.00	$6,250.00
18	604	5 ea.	Inlets Repaired(Ditch or Curb)	$200.00	$1,000.00
19	608	200 s.f.	Handicap Ramp	$4.00	$800.00
20	608	500 s.f.	Concrete Walk	$4.00	$2,000.00
21	609	1,800 l.f.	Concrete Curb Repair,Type P-4	$16.00	$28,800.00
22	609	100 l.f.	Concrete Curb ,Type S-1	$15.00	$1,500.00
23	609	250 l.f.	Concrete Curb ,Type L-1	$8.00	$2,000.00
24	627	1,200 s.f.	Concrete Driveway	$5.00	$6,000.00
25	660	1,500 l.f.	Sod Restoration	$2.00	$3,000.00
26	1125	8 ea.	Reset Ex. Valve Box W/O Adjusters	$110.00	$880.00
27	619	Lump Sum	Field Office		$2,000.00
				Total Cost	$220,000.00



T. E. Young, P. E.
City Engineer
City of Cincinnati

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Department of Public Works
Division of Engineering

Room 440, City Hall
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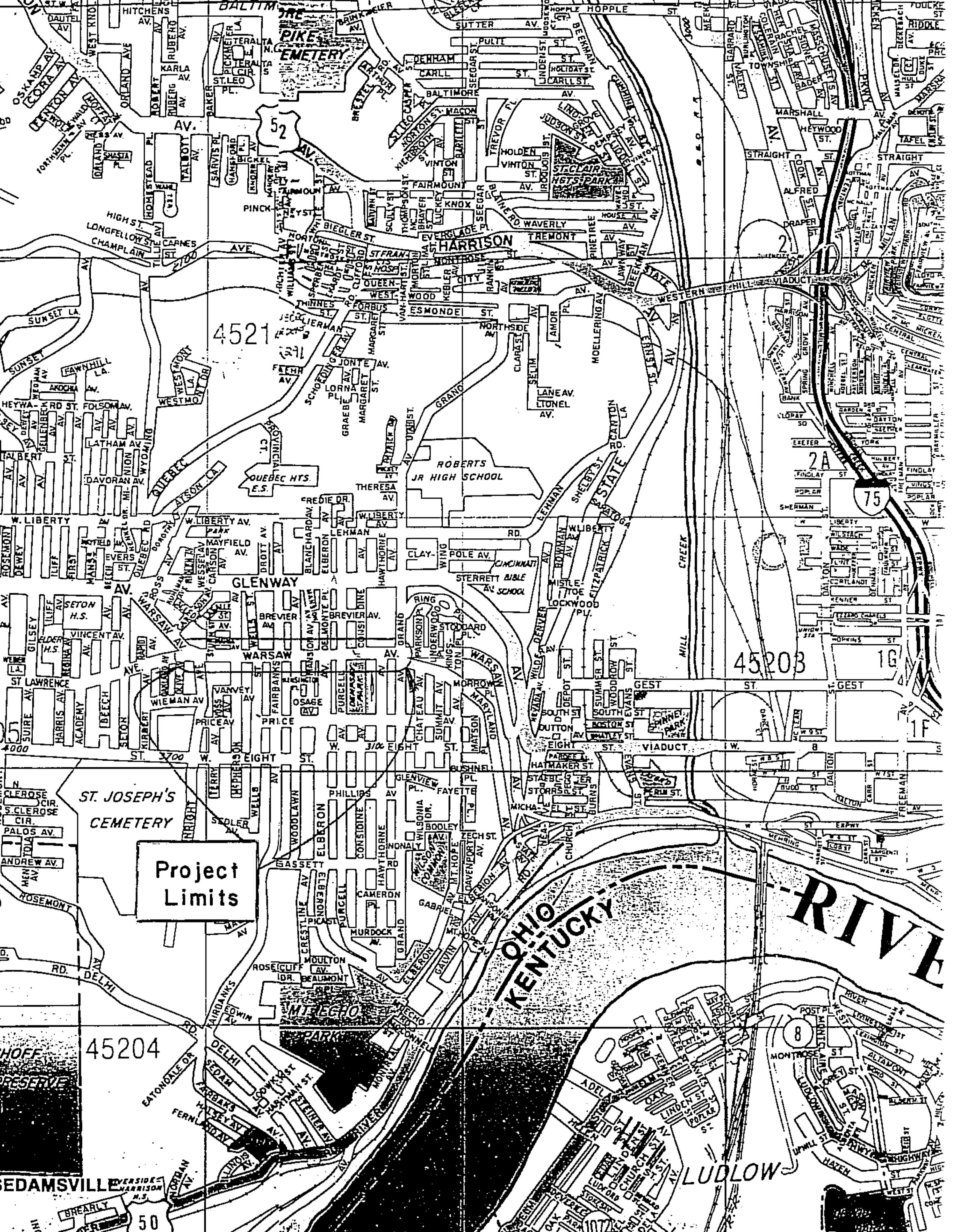
George Rowe
Director

Thomas E. Young
City Engineer

3.3 AVAILABILITY OF LOCAL FUNDS

LOCAL SHARE OF THE PROJECT COSTS WILL COME FROM CAPITAL IMPROVEMENT FUNDS WHICH WILL BE APPROVED AS PART OF THE CITY'S 1992 OR 1993 BUDGETS. CAPITAL FUNDS COME FROM CITY INCOME TAX REVENUE AND THE SALE OF BONDS.


Project
Limits
ST. JOSEPH'S
CEMETERY
ROBERTS
JR HIGH SCHOOL
QUEBEC HTS.
E.S.
SETON
H.S.
CINCINNATI
BIBLE
SCHOOL
45221
45203
45204
HARRISON
GLENWAY
WARSAW
EIGHT
GEST
VIADUCT
DELHI
MT. ECHO
PARK
OHIO
KENTUCKY
RIVER
LUDLOW
SEDAMSVILLE
MILL
CREEK
75
52
50
8
2
2A
1G
1F

ADDITIONAL SUPPORT INFORMATION

For 1992, jurisdictions shall complete the State application form for Issue 2, Small Government, or Local Transportation Improvement Program (LTIP) funding. In addition, the District 2 Integrating Committee requests the following information to determine which projects are funded. Information provided on both forms should be accurate, based on reliable engineering principles. Do NOT request a specific type of funding desired, as this is decided by the District Integrating Committee.

1. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being in poor condition, adequacy and/or serviceability? Accurate support information, such as pavement management inventories or bridge condition summaries, should be provided to substantiate the stated percentage.

   Typical examples are:

   Road percentage= $\frac{\text{Miles of road that are in poor condition}}{\text{Total miles of road within jurisdiction}}$

   Storm percentage= $\frac{\text{Miles of storm sewers that are in poor condition}}{\text{Total miles of storm sewers within jurisdiction}}$

   Bridge percentage= $\frac{\text{Number of bridges that are in poor condition}}{\text{Number of bridges within jurisdiction}}$

   The City's Pavement Management Program has determined that 24% of the street system is in poor condition.

2. What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, base condition on latest general appraisal and condition rating.

Closed	____	Poor	____
Fair	X	Good	____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The roadway has a Pavement Condition Number of 69 (fair to poor). Dynaflect tests indicate a Base Condition Index of 72 (fiar). Pavement shows signs of fatigue - random, longitudinal and alligator cracking, pavement failures and general deterioration of road surface.

3. If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur? **The Integrating Committee will be reviewing schedules submitted for previous projects to help judge the accuracy of a particular jurisdiction's anticipated schedule.**

3 months

Please indicate the current status of the project development by circling the appropriate answers below. PROVIDE <u>ACCURATE</u> ESTIMATE.

a) Has the Consultant been selected?.....	Yes	No	N/A
b) Preliminary development or engineering completed?	Yes	No	N/A
c) Detailed construction plans completed?.....	Yes	No	N/A
d) All right-of-way and easements acquired?.....	Yes	No	N/A
e) Utility coordination completed?.....	Yes	No	N/A

Give estimate of time, in weeks or months, to complete any item above not yet completed.

Within 3 months of approval by OPWC, all above work will be completed so that project can be awarded in 1992.

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area? (Typical examples include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.)

Will assist in maintaining current tax base and will provide satisfactory road network for motoring public.

5. For any project involving GRANTS, the local jurisdiction must provide a <u>MINIMUM OF 10%</u> of the anticipated construction cost. Additionally, the local jurisdiction must pay 100% of the costs of preliminary engineering, inspection, and right-of-way. If a project is to be funded under Issue 2 or Small Government, the costs of any betterment/expansion are 100% local. Local matching funds must either be currently on deposit with the jurisdiction, or certified as having been approved or encumbered by an outside agency (MRF, CDBG, etc.). Proposed funding must be shown on the Project Application under Section 3.2, "Project Financial Resources". **For a project involving LOANS or CREDIT ENHANCEMENTS, 100% of construction costs are eligible for funding, with no local match required.**

What matching funds are to be used for this project? (i.e. Federal, State, MRF, Local, etc.)

Local Capital Improvement Bond Funds.

To what extent are matching funds to be utilized, expressed as a <u>percentage of anticipated CONSTRUCTION costs?</u>

30%

6. Has any formal action by a federal, state, or local government agency resulted in a complete ban or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of new building permits.) THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE CONSIDERED VALID.

COMPLETE BAN ____ PARTIAL BAN ____ NO BAN X

Will the ban be removed after the project is completed? YES___ NO___

Document with specific information explaining what type of ban currently exists and what agency that imposed the ban.

7. What is the total number of existing users that will benefit as a result of the proposed project? Use specific criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users:

ADT = 15,000 USERS = 18,000

For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day.

8. The Ohio Public Works Commission requires that all jurisdictions applying for project funding develop a five year overall Capital Improvement Plan that shall be updated annually. The Plan is to include an inventory and condition survey of existing capital improvements, and a list detailing a schedule for capital improvements and/or maintenance. Both Five-Year Overall and Five-Year Issue 2 Capital Improvement Plans are required.

Copies of these Plans are to be submitted to the District Integrating Committee at the same time the Project Application is submitted.

9. Is the infrastructure to be improved part of a facility that has regional significance? (Consider the number of jurisdictions served, size of service area, trip lengths, functional classification, and length of route.) Provide supporting information.

This street is classified as an arterial with high percentage of trucks. Is major connector for the west side of the City with I-75 and downtown.

OHIO INFRASTRUCTURE BOND PROGRAM (ISSUE 2) - ROUND 5

LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP) - ROUND 4

FY 1993 PROJECT SELECTION CRITERIA - 7/1/92 TO 6/30/93

ADOPTED BY DISTRICT 2 INTEGRATING COMMITTEE, 2/21/92

JURISDICTION/AGENCY: CITY OF CINCINNATI

PROJECT IDENTIFICATION:

WARSAW AVENUE REHABILITATION

PROPOSED FUNDING:

ELIGIBLE CATEGORY:

POINTS

TOTAL POINTS FOR THIS PROJECT - 56

10 1) Type of project

10 Points - Bridge, road, stormwater
5 Points - All other projects

10 2) If Issue 2/LTIP funds are granted, when would the construction contract be awarded? (Even though the jurisdictions will be asked this question, the Support Staff will assign points based on engineering experience.)

10 Points - Will definitely be awarded by end of 1992
5 Points - Some doubt as to whether it can be awarded by end of 1992
0 Points - No way it can be awarded in 1992

(10) 9 3) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

15 Points - Poor condition
12 Points -
9 Points - Fair to Poor condition
6 Points -
3 Points - Fair condition

NOTE: If infrastructure is in "good" or better condition, it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

2
(1)

4) If the project is built, what will be its effect on the facility's serviceability?

10 Points - Significantly effect on serviceability (e.g., widen to add lanes along entire project)
8 Points - Moderate to significant effect on serviceability
6 Points - Moderately effect on serviceability (e.g., widen existing lanes)
4 Points - Little to no effect on serviceability
2 Point - Little or no effect on serviceability (e.g., street or bridge deck rehab)

1

5) Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor or worse condition, and/or inadequate in service?

3 Points - 50% and over
2 Points - 30% to 49.9%
1 Point - 10% to 29.9%
0 Points - Less than 10%

2

6) How important is the project to the HEALTH, SAFETY, and WELFARE of the public and the citizens of the District and/or the service area?

10 Points - Highly significant importance, with substantial impact on all 3 factors

8 Points - Considerably significant importance, with substantial impact on 2 factors OR noticeable impact on all 3 factors

6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors

4 Points - Minimal importance, with noticeable impact on 1 factor

2 Points - No measurable impact

6

7) What is the overall economic health of the jurisdiction?

10 Points - Poor
8 Points -
6 Points - Fair
4 Points -
2 Points - Excellent

3 8) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Matching funds may be local, federal, ODOT, MRF, etc. or a combination of funds. Loan and credit enhancement projects automatically receive 5 points. **MINIMUM 10% MATCHING FUNDS REQUIRED FOR GRANT-FUNDED PROJECTS**

5 Points - More than 50%
4 Points - 40% to 49.9%
3 Points - 30% to 39.9%
2 Points - 20% to 29.9%
1 Point - 10% to 19.9%

0 9) Has any formal action or orders by a federal, state, or local governmental agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? Examples include weight limits on structures, EPA orders to replace or repair sewerage, and moratoriums on building permits in a particular area due to local flooding downstream. **POINTS CAN BE AWARDED ONLY IF CONSTRUCTION OF THE PROJECT BEING RATED WILL CAUSE THE BAN TO BE REMOVED.**

10 Points - Complete ban
5 Points - Partial ban
0 Points - No ban

10 10) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include traffic counts & households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

10 Points - 10,000 and Over
8 Points - 7,500 to 9,999
6 Points - 5,000 to 7,499
4 Points - 2,500 to 4,999
2 Points - 2,499 and Under

(3) 3 11) Does the infrastructure have REGIONAL impact? Consider originations & destinations of traffic, functional classification, size of service area, number of jurisdictions served, etc. (Functional classifications to be revised in the future to conform to new Surface Transportation Act.)

5 Points - Major impact (e.g., major multi-jurisdictional route, primary feed route to an Interstate, Federal-Aid Primary routes)
4 Points -
3 Points - Moderate impact (e.g., principal thoroughfares, Federal-Aid Urban routes)
2 Points -
1 Point - Minimal or no impact (e.g., cul-de-sacs, subdivision streets)

TOTAL AVAILABLE POINTS: 98